

Aruba Esso News

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While the Grass Is Green Start Taking Calendar Pics

This is an informal announcement of a contest to come. It is sort of telling all amateur photographers to get ready and go before the race has actually begun. But while the grass is green, the trees straight and full of foliage, the animals fat and well-coated and the general cunucu looking as only it can when doused with good rainfalls, let's get out where the sun is shining and start taking color transparencies for the 1962 Lago family calendar. Transparencies will be selected for next year's calendar from those submitted by Lago employees or annuitants. Selection of twelve color transparencies will be done on a contest basis, the same as was done in compiling the 1959 and 1960 calendar pictures. Later, and much after the fact, the calendar contest rules, rewards and restrictions will be announced. So will the deadline, but right now the immediate concern is the rain and green cunucu and first-rate color transparencies in photographers' files ready to be submitted for calendar consideration.

Service Careers Ended By Six Men This Month



E. R. Moore



Z. Y. Lee



C. R. Fulton



L. H. Schmitt

By Feb. 1 the personnel rolls of Lago will have been reduced by six long-service employees. Those leaving, or who already have left, are Edgar R. Moore, zone foreman in Mechanical-Metal Trades; Zue Yek Lee, Dining Hall cook in the General Services Department, and George W. Royer, Zone 2 shift foreman; Charles R. Fulton, Zone 1 shift foreman; Lawrence H. Schmitt, Zone 2 shift foreman, and John V. Eder, assistant shift foreman, all of Process-Utilities.

Longest service of the six is held by Mr. Moore who was originally employed by the Humble Oil and Refining Company Feb. 16, 1927. In 1939 he transferred to Venezuela and the following year returned to Humble. Mr. Moore came to Aruba Dec. 22, 1945, as a trades foreman in Mechanical-Metal Trades and was named a zone foreman in that craft in April, 1946. He plans to leave Aruba Feb. 1.

Mr. Lee, who left Lago Jan. 9 for subsequent retirement, began his twenty-six-year career as a mess boy with the Esso Transportation Company, Ltd. in May, 1929. He joined Lago in 1936 as a house boy in the General Services stewards group. Mr. Lee transferred to the Dining Hall as a cook in March, 1945. His birthplace was China but he has retired to his home in Aruba.

Mr. Royer began his Lago service nearly twenty-four years ago when

he joined the company Sept. 2, 1937, as an apprentice operator in Process-Utilities. In 1938 he was promoted to assistant operator and two years later was named operator. Mr. Royer's promotion to shift foreman came in August, 1943. He plans to leave Aruba Jan. 31 for retirement in the near future.

Mr. Fulton had originally been employed by Standard Oil Company (N. J.) before he joined Lago Jan. 4, 1944, as a Process-Utilities operator. He subsequently was promoted to assistant shift foreman in 1945 and Zone 2 shift foreman in December, 1953. Mr. Fulton became Zone 1 shift foreman in April, 1956. He plans to leave Aruba Jan. 31 for subsequent retirement.

Also planning to leave Lago Jan. 31 for retirement in the near future is Mr. Schmitt who began his company service Sept. 24, 1942. From assistant operator in Process-Utilities he was promoted to operator in 1943 and assistant shift foreman in

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Harbor Customer Figured in Recent Kissavos Disaster

The captain of the freighter SS Messiniakos didn't have to account to the vessel's owners when he arrived in Aruba three days behind schedule. The ship, slated to take on bunkers at San Nicolas Harbor Jan. 14, had been standing by the SS Kissavos — abandoned by captain and crew Jan. 12 after an engine room explosion threatened to blow the tanker's oil cargo.

According to Capt. V. Karamouzis, skipper of the 12,390 deadweight-ton SS Messiniakos, the Kissavos' stern was blazing fiercely when its crew took to the lifeboats at a position of 13:16 degrees north latitude, 63 degrees west longitude, which is in the vicinity of St. Vincent or about 300 miles northwest of Curaçao.

He added that the vessel was supposedly taking on water as a result of the engine room explosion and it was feared it would sink even if the oil cargo failed to catch fire.

Capt. Karamouzis said his ship was enroute from Recife, Brazil, to Crockett, California, via Aruba and the Panama Canal when he received a cable from his owners, the Orion Shipping and Trading Company in New York City, at 1 p.m. Jan. 12 informing him of the Kissavos' disaster. As the Orion firm also owns the Kissavos it ordered the Messiniakos to steam to the disaster site and stand by for further orders. Meanwhile an Israeli ship, the SS Dagan, had rescued the Kissavos' captain and crew and was bound for La Guiría with the survivors and wounded crewmembers.

When the Messiniakos arrived at the Kissavos' position it found the stricken ship dead in the water, the fire out and all power down. Oddly enough, another Orion vessel, the SS Engenia, was standing by when the Messiniakos arrived at 1:50 a.m. Jan. 13. Both ships stood by while two U.S. Navy tugs from the Bahamas effected salvage operations. One tug put its pumps to work to keep the Kissavos afloat and the other began towing it to Port of Spain, Trinidad, where it would be examined and repaired if possible. Accompanying the stricken ship to Trinidad was the Engenia, also loaded with raw sugar from Brazil.

In standing by the 37,000 deadweight-ton tanker, the Messiniakos thus lost three days and was late for her bunker C appointment at Lago. Like the Kissavos, it is a Greek flag vessel. The ill-fated tanker was built in 1956 in Japan and was loaded to its marks with oil when racked by the engine room explosion.

Cliente di San Nicolas Tardá Door di Desastre

E captan di SS Messiniakos no tabatin mester di duna cuenta na donjonan di e bapor ora el a yega Aruba tres dia laat. E bapor, cu mester a tuma bunkers na haaf di San Nicolas Jan. 14, tabata prestando auxilio na SS Kissavos — cual a worde abandoná door di e captan y tripulacion Jan. 12 despues di un explosion den sala di maquina cu tabata amenza di bula e bapor su carga di azeta.

Segun Captan V. Karamouzis, captan di e SS Messiniakos di 12,390 ton peso morto, e parti patras di Kissavos tabata na candela vehemente ora su tripulacion a baha den e botonan salbabida na un posicion di 13:16 grado latitud norte, 63 grado longitud occidente, cual ta den vecl-

(Continúa na pagina 8)

Service Acknowledged Thirty-Year Awards Go To Three Mechanical Men

All attention at a Jan. 11 special management staff meeting was focused on a rigger foreman, boilermaker and pipefitter. The occasion was the awarding of thirty-year service certificates and emblems to Marcelino Mathilda, rigger foreman in Mechanical-Yard; Joannes D. Figaroa, boilermaker B in Mechanical-Boiler, and Francisco I. Navas, pipefitter A in Mechanical-Pipe.

At the year's first thirty-year service award ceremonies Vice President W. A. Murray reminded those present that "the certificates and emblems are in effect symbolic and have great meaning." "They are something you cannot get any other way," Mr. Murray said. "You must work for Lago for a period of thirty years. In doing so, these three men we are recognizing today have contributed greatly to the progress the company has made these last thirty years and they have helped it achieve the high standing it has in the world's oil industry."

Mr. Murray's reflection on the physical changes and changes in personnel occurring at Lago in a thirty-year period sparked comments from the three honored guests. Mr. Mathilda recalled the primitive hiring methods of the early thirties when a new man was given a piece of paper at the gate and general directions to his new place of employment. He also recalled the tremendous changes in working conditions. "We had no safety hats, safety shoes or safety clothing at first," he said, "and we didn't have people who could help you make the job safe."

Mr. Figaroa said his personal transportation created many problems when he first joined Lago. He lived almost as far away from San Nicolas as physically possible — his home was near the site of the new hotel — and he had to arise at 4 a.m. so he could report to work on time.

Transportation was also a problem for Mr. Navas during his early years with Lago. He had an hour's walk from his home near Santa Cruz to his pick-up point. If he missed his transportation at shift's end he was faced with even a longer walk along the beach and across the Cunucu to Santa Cruz. Were it not for certain "heart-warming liquids," he said, the jog would have been most unpleasant.

The careers and histories of the three long-service men were outlined

by G. L. MacNutt, Mechanical Department superintendent. Of Mr. Mathilda he said that if a ship had been loaded incorrectly, Mr. Mathilda could always be counted on to get the material off the ship in some way or manner. "He's done just about everything at Lago but now he handles most of our rigging work," said Mr. MacNutt. Then he quipped that riggers have to have more patience than most people and that patience was another attribute of Mr. Mathilda's.

Mr. Mathilda joined Lago Jan. 13, 1931, as a laborer in Mechanical-Yard. He came here from Curaçao where he had moved as a young boy from Aruba. There he found employment in the phosphate mines and at C.P.I.M. During his years in Mechanical-Yard at Lago he progressed through various job levels to yard foreman, the position he gained in August, 1950. He has never had a deductible absence nor lost-time accident during his entire Lago career.

J. D. Figaroa

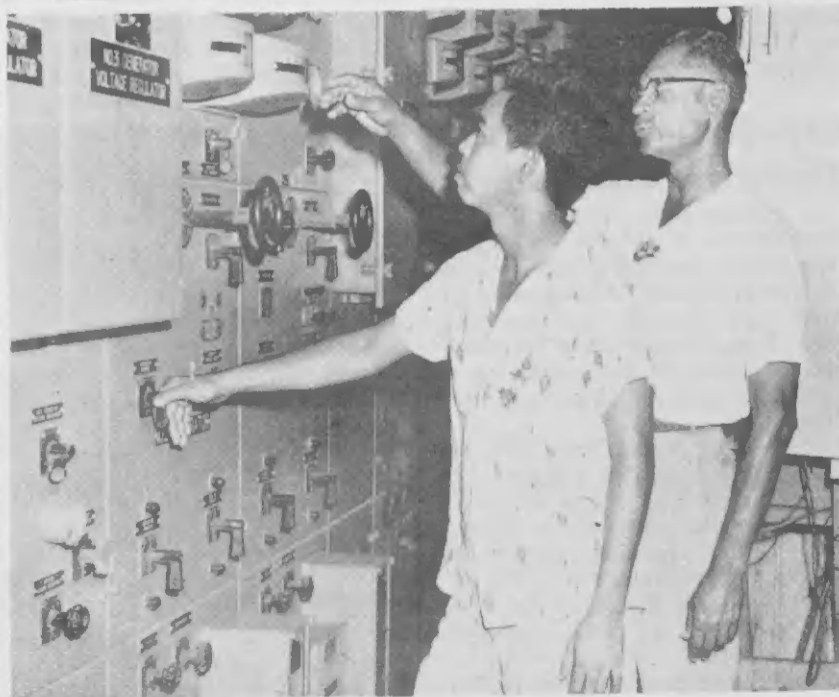
Mr. MacNutt said that Mr. Figaroa started with Lago Jan. 30, 1931, as a Mechanical-Yard laborer and later transferred to Mechanical-Boiler in January, 1934. He progressed through various job levels to his present boilermaker B position. "He has done a fine job as a boilermaker," Mr. MacNutt said, "and we certainly appreciate the contributions he has made to the department."

In addressing Mr. Navas he reminded those present that the long-service pipe man was generally known as Chico to his associates. Mr. MacNutt said that Chico has the reputation of being an excellent installer of instrument piping. "When Chico does a job," he said, "it doesn't look like the piping has been just thrown up there. It takes sort of an artist to do it correctly. He is really an expert on small piping jobs." Mr.

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Mientras Yerba Ta Berde Saca Portret pa Calendar

Esaki ta un anuncio informal di un concurso cu ta bini. E ta pa bisa tur fotografa amateur pa prepara y cuminsa promer cu e concurso mes cuminsa. Pero mientras yerba ta berde, e matanan ta erecto y yen di foyo, e bestianan gordo y mondi en general parciendo solamente manera e por ta despues di un bon awacero, laga nos bai unda solo ta cende y cuminsa tuma transparencia di color pa e calendar di Lago pa 1962. Transparencianan pa e calendar di otro anja lo worde selectá for di esnan mandá aden door di empleadonan di Lago of anuitantenan. Seleccion di diez-dos transparencia di color lo worde haci ariba base di concurso, mescos cu a worde haci pa e calendarnan di 1959 y 1960. Mas despues e reglanan di concurso, premio y restriccion lo worde anunciá. E fecha final tambe lo worde anunciá despues, pero pa awor aki e preocupacion inmediata ta e yobida y cunucu berde y e transparencianan di primera calidad cu ta cla den archivo di fotografistanan y cu ta cla pa worde mandá aden pa consideracion.



SWITCHBOARD POINTERS are give to C. N. Chung, foreground, U.T.S. student on a recent training assignment in Process-Utilities, by Z. E.

Pretty, operator at No. 1 Powerhouse. INSTRUCCION TOCANTE e switchboard ta worde duná na C. N. Chung, adilanti, estudiante di UTS cu ta cumpliendo un periodo di entrenamente na Process-Utilities, door di Z. E. Pretty, operator na No. 1 Powerhouse.

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Buggy Whip's, Anyone?

Around the turn of this century in the United States a fellow could do worse than own a buggy whip factory. Although that newfangled apparatus called the automobile could be heard huffing and puffing here and there, most people were content to hitch up old Dobbin for infrequent shopping trips and ever-regular Sunday morning jaunts to the village church. Buggy whip manufacturers were selling a lot of buggy whips and good ones at that. No need to change. No need to look ahead or investigate. "People are buying buggy whips; they'll always buy buggy whips," was their popular comment.

Many, many buggy whip manufacturers were content to keep the status quo even though newly-discovered mass production methods meant that old Dobbin would eventually have to make room for Model T Fords, Franklins, Stutz Bearcats, Packards and the like.

As more and more folks found car models priced within range of their incomes and as national prosperity grew, buggy whip sales fell off and off and off. Bankruptcies in that time-honored industry became common. You could hardly give buggy whips away. Here and there a man with foresight had changed from making buggy whips to manufacturing such things as seat cushions, canvas auto tops, tire rims, headlights and other auto accessories. Because he saw changes coming and made those changes in time to meet customer demands, he remained in a healthy competitive position. He'd almost forgotten what a buggy whip looked like.

What analogy can we at Lago draw from this by-gone circumstance? First, like any industry, we must observe world-wide trends which may help us predict customer demands in the future. And secondly we must be prepared to make changes so those demands may be met even though such changes may cause inconveniences and difficulties. If we refuse to make changes, if we are content to keep our status quo we could likely end up like our forlorn friend the buggy whip man. Misery loves company and he would more than welcome a down and out compatriot.

Kende Kier Kitrin?

Mas of menos na cambiamentu di siglo un homber na Estados Unidos cu tabatin un fabrica di kitrin tabata bon pará. Maske e aparato nobo cu nan tabata yama auto tabata forza y supla algun camina, mayoria hende tabata contento pa span e cabai dilanti kitrin sea pa bai haci compras of pa bai misa Diadomingo mainta. E fabricantenan di kitrin tabata bende cantidad di kitrin y nan tabata bon tambe. No tabatin necesidad pa cambia. No tabatin necesidad pa waak rond y investiga. "Hendenan ta cumpra kitrin, semper nan lo keda cumpra kitrin," tabata nan comentario popular.

Hopi, hopi fabricante di kitrin tabata contento pa mantene e situacion manera e tabata maske e metodonan di produccion na gran escala recientemente descubri tabata nifica cu eventualmente e cabai lo mester haci lugar pa Ford Modelo T, Franklin, Stutz Bearcats, Packards y otronan.

Segun mas y mas hende tabata haya modelonan di auto geprijs dentro di nan entrada y segun prosperidad nacional tabata crece, benderamento di kitrin a cai y a keda cai. Companianan tabata bati bankroet den e industria bieuw aki. Ni por nada hende no tabata tuma kitrin mas. Aki y aya un homber cu vista claro a cambia di trahamento di kitrin pa trahamento di cusinchi pa auto, dak di bela pa auto, riem pa tire, luz pa auto y otro piezanan di auto. Pasobra el a mira cambianan ta bini y a haci e cambianan aki na tempo pa enfrenta demandanan di e clientenan, el a keda den un posicion sano competitivo. Casi el a lubida con un kitrin tabata munstra.

Ki analogia nos na Lago por saca for di e historia aki? Di promer, mescos cu cualkier industria, nos mester observa tendencianan mundial cu por yuda nos pronostica demanda den futuro. Y na segunda lugar nos mester ta prepará pa haci cambianan pa enfrenta e demandanan aki maske tal cambianan por causa inconveniencia y dificultad. Si nos nenga di haci cambio, si nos ta contento pa tene e situacion manera ta, nos ta capaz di termina mescos cu nos amigo di kitrin. Miseria ta gusta di haya companjé y lo e duna un fuerte abrazo na un companjero nobo.

On-Job Training Given Student

A training assignment in the Utilities Division of the Process Department was recently completed by Casildo N. Chung, a mechanical engineering student at U.T.S. in Oranjestad. Young Chung began his special training Nov. 28 and completed his special on-the-job assignment early this month.

Mr. Chung spent time in No. 1 Powerhouse where, in addition to regular functions, he was introduced to non-routine jobs such as shutting down boilers, turbines and other powerhouse equipment. The youth was also introduced to Lago's fire fighting methods. His final week was spent in No. 2 Powerhouse where he worked with shift foremen, utilities services operators and electrical system operators. He had previously received instruction from pumpmen, controlmen, oilers, firemen, water-tenders, turbine runner and switch-board operators.



M. Mathilda



J. D. Figaroa



F. I. Navas

Tres Empleado Honrá pa Trinta Anja di Servicio

Tur atencion na un reunion special di management staff Jan. 11 tabata concentra ariba un foreman di rigger, un boilermaker y un pipefitter. E ocasion tabata presentacion di certificado y emblema pa treinta anja di servicio na Marcelino Mathilda, rigger foreman den Mechanical-Yard; Joannes D. Figaroa, boilermaker B den Mechanical-Boiler, y Francisco I. Navas, pipefitter A den Mechanical-Pipe.

Na e promer entregonan di emblema di treinta anja cu ta tuma lugar den e anja aki Vice Presidente W. A. Murray a recorda esnan presente cu "e certificadonan y emblemanan ta en efecto simbolico y tin gran nificacion. Nan ta algo cu bo no por haya di otro forma," Sr. Murray a bisa. "Bo mester traha pa Lago pa un periodo di treinta anja. Door di haci esey, e tres hombernan cu nos ta honra awe a contribui grandemente na e progreso di compania durante ultimo trinta anja y nan a yuda alcanza e nivel halto cu el tin den industria di azeta."

E reflexionnan di Sr. Murray tocante e cambianan den material y den personal cu a tuma lugar na Lago den un periodo di treinta anja a trece comentario for di e tres hubilarioman. Sr. Mathilda tabata corda e metodonan primitivo di empleo di anjanan trinta tempo cu un homber nobo tabata worde duná un pida papel na porta y direccion general pa su lugar nobo di empleo. Tambe el a recorda e cambianan tremende den condicionnan di trabao. "Nos no tabatin sombré di seguridad, zapato di seguridad of panja di seguridad na principio," el a bisa, "y nos no tabatin hende pa pone presion ariba bo pa haci e trabao seguro."

Sr. Figaroa a bisa cu su transportacion personal tabata cria hopi problema tempo cu el a cuminsa traha na Lago promer tempo. El tabata biba mas leuw for di San Nicolas posible — su cas tabata den cercania di e hotel nobo — y el mester a lamta 4 'or di marduga pa por reporta na trabao na tempo.

Sr. Navas

Transportacion tabata tambe un problema pa Sr. Navas durante su promer anjanan na Lago. El mester a camna como un ora for di su cas pa yega na unda el ta haya auto na Santa Cruz. Si el hera su transportacion na fin di dia el mester a camna ainda mas leuw pasando canto di costa y door di mondi pa bai Santa Cruz. Si no tabata pa algun cos di cayenta stoma, e kiero aki lo tabata masha desagradable.

E carera y historia di e tres hombernan di largo servicio a worde ilustra door di G. L. MacNutt, superintendente di Mechanical Department. Di Sr. Mathilda el a bisa cu si un bapor worde mal cargá, semper por conta ariba Sr. Mathilda pa baha e material for di e bapor den un forma of otro. "El a haci casi tur cos aki na Lago, pero awor el ta haci mayor



CHILDREN AND grandchildren joined Mr. and Mrs. Teodomiro Americo Bareno Jan. 15 to celebrate the couple's golden wedding anniversary at their Piedra Plat home. Mr. Bareno's son, Felipe, is a carpenter B in Mechanical-Paint. Three daughters reside at home.

YIUNAN Y nietonan a reuni hunto cu Sr. y Sra. Teodomiro Americo Bareno Jan. 15 pa celebra di 50 aniversario di matrimonio di e pareja na nan cas na Piedra Plat. Yiu di Sr. Bareno, Felipe, ta un carpenter B den Mechanical-Paint. Tres yiu muher ta biba cerca nan na cas.

parti di trabao di rigging," Sr. MacNutt a bisa. El a nota cu riggers mester tin mas pasenshi cu mayoria otro hende y cu pasenshi tabata un otro atributo di Sr. Mathilda.

Sr. Mathilda a cuminsa traha na Lago Jan. 13, 1931, como laborer den Mechanical-Yard. El a bini aki for di Curaçao unda el a bai como hoben for di Aruba. Aya el a haya trabao na minanan di fosfaat y na CPM. Durante su anjanan den Mechanical-Yard na Lago el a progresa door di varios nivel pa foreman, e posicion cu el a obtene na Augustus 1950. Nunca el tabatin un ausencia deducible ni un desgracia cu perdida di tempo durante henter su carera na Lago.

Sr. MacNutt a bisa cu Sr. Figaroa a cuminsa traha cu Lago Jan. 30, 1931, como laborer den Mechanical-Yard y a transferi pa Mechanical-Boiler na Januari 1934. El a progresa door di varios nivel di trabao pa su actual posicion di boilermaker B. "El a haci un bon trabao como boilermaker," Sr. MacNutt a bisa, "y seguramente nos ta aprecia e contribucionnan cu el a haci na e departamento."

Dirigiendo su mes na Sr. Navas el a recorda esnan presente cu e pipefitter di largo servicio ta conoci como Chico entre su companjeronan. Sr. MacNutt a bisa cu Chico tin e reputacion di ta un excelente instalador di tuberia pa instrument. "Ora Chico haci un trabao," el a bisa, "no ta munstra manera cu e tubo únicamente a worde hizá ey riba. Ta tuma un sorto di artista pa haci'le correcto. El ta un experto di berdad ariba trabao di tuberia chikito." Sr. Navas a cuminsa traha cu compania

Maart 20, 1930, como yard laborer y despues a transferi pa Mechanical-Pipe na Augustus 1931. Door di anjanan el tabata un pipefitter C y B y a worde promoví pa su actual posicion, pipefitter A, na Mei 1944. Nunca el tabatin un accidente cu perdida di tempo.

Desde inepcion di e programa di compania pa honra empleadonan di treinta anja di servicio, un total di 168 empleado regular y di staff a worde honrá pa nan largo servicio. E promer homber cu a alcanza trinta anja di servicio tabata A. C. Ydigoras na 1952 y a worde entregá su certificado pa servicio y emblema na ceremonianan special. Anja pasá, un total di cuarenta y siete empleado staff y regular a alcanza trinta anja di servicio na Lago.

THIRTY-YEAR AWARDS

(Continued from page 1)

Navas joined the company March 20, 1930, as a yard laborer then transferred to Mechanical-Pipe in August, 1931. Through the years he has been a pipefitter C and B and was promoted to his present position, pipefitter A, in May, 1944. He has never had a lost-time accident.

Since the inception of the company's thirty-year service award program, a total of 168 staff and regular employees have been honored for their long service. The first staff and regular employee to reach the thirty-year mark was A. C. Ydigoras who in 1952 was awarded his service certificate and emblem at special ceremonies. Last year, a total of forty-seven staff and regular employees attained thirty years of Lago service.

Common Cold Can Strike Anyplace, Anytime of Year



When the common cold strikes in the summer (and it's always "summer" in Aruba), it is often worse than in any other season in northern climes. Presented here are some facts about our old enemy. Some of the facts may be well known to you, others you may not have heard. In any case, to help you steer clear of this enemy to mankind the world over, this information, released by the Common Cold Foundation in the United States, and endorsed by Lago's Medical Department, is passed on.

Aside from the misery that colds bring each year to individuals, they cost world industry billions of dollars in lost-time wages and production and lost efficiency.

1. Do we build an immunity to colds?

Perhaps. After a cold, most victims seem to build up a fairly good immunity for, generally, a couple of months.

2. Do we know what causes a common cold?

A virus is believed to be the culprit. Or, perhaps, several viruses.

3. Is cold weather a cause of colds?

No. Cold weather can't cause a common cold. But it may lower your resistance or aggravate an existing cold.

4. How about drafts and dampness? Won't they cause colds?

No. If there's no virus around, or if you're in a period of relative immunity, you could stand in ice water or in a draft for hours at a time without catching cold. However, this is not recommended!

5. How is the common cold spread?

By direct contact between two persons, as in kissing, or by contact with airborne droplets of nasal discharge.

6. Should we, therefore, expect always to catch cold after having direct contact with a cold victim?

No. There's only one chance in ten that you'll catch cold under these circumstances. In fact, even when heavily infected nasal drippings are introduced directly into the nostrils, there's no more than a 50-50 chance that the infection will take. Your resistance level at the time may determine the result.

7. What lowers resistance to a cold?

Poor nutrition and fatigue are believed to play a part. That's why it's wise to eat sensibly and get plenty of rest during the common-cold seasons.

8. Can antibiotics cure or prevent colds?

No. Antibiotics have no effect upon the virus.

9. What about antihistamines? Can they prevent colds?

They appear effective only for allergies. But they do have some sedative value.

10. How about age and the common cold? At what age are we most susceptible?

The worst age for colds seems to be between one and three years. After that, susceptibility gradually tapers off.

11. What is the age of the greatest immunity?

Surprisingly enough, the first few months of life. The newborn are almost totally immune to colds.

12. Is it advisable to keep young cold victims out of school?

It depends entirely on how they feel. Common sense is the only rule. Most authorities agree you can't isolate children enough to narrow the field of contagion, anyway.

13. Why not? Won't keeping children at home prevent them from infecting other children in the school?

Not necessarily. A cold may be infectious hours before the first symptoms appear — in which case other people will already have been exposed.

14. How about a cold plus fever? Is it wise to stay at home if you have both?

Yes. The rest gives more energy to fight infection.

15. Is it sensible to dress warmly when suffering from a cold?

Do not wear more than you normally would. Overheating is no better than chilling.

16. Is there any truth to the old adage: "Feed a cold; starve a fever"? Again, common sense is the rule. Cold victims are wise not to overeat; it places an added burden in their systems, which are already working harder than usual to fight the virus. So long as the patient gets a reasonable amount of nutrition, let his own appetite be the judge.

17. Are any particular foods good for a cold?

No. Any food is acceptable so long as it's not so heavy as to require energy to digest.

18. How about plenty of fluids?

They're always good for you; they help your system.

19. How about grandmother's old "sweat treatment"?

Forget it. All it does is step up body excretions. By drinking fluids, you can achieve the same result with a lot less discomfort.

20. Is there any hope of ever finding the cause of — and a cure for — the common cold?

Yes. Other respiratory diseases, such as strep throat and pneumonia, have been licked.

The Cold Facts

If the common cold were as easy to cure as it is to "catch" our communities, industries and governments would be many thousands of guilders richer every year.

From the economic view, colds cause an annual income loss of untold thousands because of absenteeism from the job. Colds disable each infected person on an average of from one to two days.

When heaviness is felt in the head or chest area or when baby starts coughing and sniffing, we know a cold is coming on. But what many don't know is that there are six different kinds of colds, all having slight varying symptoms, some affecting children more than adults.

The simple cold, for instance, is rarely accompanied by fever. Discomfort, however, is far from simple. Patients may complain of headaches, dryness of the throat, uncomfortable breathing punctuated by frequent sneezing, watery eyes and slightly reduced efficiency in routine activities.

In severe colds, symptoms are so heightened that the victim feels completely "knocked out." Congestive, allergy-like symptoms make the sufferer listless and miserable. He cannot carry on normally and must stay away from school or work.

The so-called painful cold is accompanied by persistent headache and muscular pain while the complicated cold can lead to a serious respiratory ailment to chronic sufferers of this malady. Then there is the coughing cold and the child's cold. The latter may cause the child to have a temperature of 102 degrees or more.

Although there's no sure formula for preventing a cold, precautions should be taken seriously — avoid wet feet, chilling, unnecessary exposure and overfatigue. If these measures fail to ward off a cold, treat it promptly. If cold persists in spite of treatment, consult your physician.

Simple Verkoud

Si un simple verkoud tabata mes facil pa cura manera ta pa coge'le, nos comunidad, industrianan y gobiernonan lo spaar hopi miles di florin cada anja.

Por di un punto di vista economico, verkoud ta causa un perdida anual di entrada di incontable miles pa motivo di absentismo for di trabao. Verkoud ta haci cada persona infectá incapaz pa un of dos dia. Ora hende cuminda sinti dolor di cabez of den pecho of ora un mucha chikito cuminda tosa y snuif, nos sabi cu verkoud ta bini. Pero loke hopi hende no sabi ta cu tin seis diferente sorto di verkoud, tur cu symptomu un poco diferente, algun cu ta afecta mucha chikito mas hopi cu hende grandi.

E simple verkoud, por ehemplo, rara vez ta bai acompañá cu cayentura. E inconveniencia, sin embargo, ta leuw di ta simple. Pacientenan por haya dolor di cabez, seco den garganta, dificultad cu halamento di rosea y snuifmento di nanishi frecuente, wowo cu ta corre awa y menos eficiencia den actividadnan rutinario.

Den caso di verkoud pisá, e symptomonan ta bira asina fuerte cu e victima ta sinti completamente for di combate. Symptomu congestivo y cu ta danja stoma ta haci e sufridor perde smaak y sinti miserable. El no por actua normal y mester keda for di school of trabao.

Esun yamá verkoud penoso ta bai acompañá door di dolor di cabez persistente y dolor muscular mientras e verkoud complicá por conduci na un serio malestar respiratorio den caso di sufridornan cronico di e malestar aki. Y ainda tin e verkoud cu tosamento y e verkoud di mucha chikito. E ultimo por causa e mucha di haya un temperatura di 102 grado of mas.

Maske no tin un formula segur pa preveni verkoud, precaucionnan mester worde tumá seriamente — evita pia muhá, frio, exposicion innecesario y cansancio excesivo. Si e verkoud persisti no obstante tratamiento, consulta bo dokter.

Por Haya Verkoud Cualquier Lugar Cualquier Temporada

Ora verkoud drenta na verano (y semper ta "verano" na Aruba), hopi vez ta peor cu den cualquier temporada den climanan norteno. Aki nos ta bai presenta algun detaye tocante nos enemigo bieuw. Algun di nan podiser bo sabi bon, y otro podiser bo a tende di nan. En todo caso, pa yuda bo keda leuw for di e enemigo aki den henter mundo, e informacion aki publicá door di Common Cold Foundation na Estados Unidos, y aprobá door di Departamento Médico di Lago, ta worde relayá.

Aparte di e miseria cu verkoud ta trece tur anja pa personanan, nan ta costa industria mundial biliones di dollar den tempo perdi na sueldo y produccion y eficiencia menguá.

1. Nos ta forma inmunidad contra verkoud?
Podiser. Despues di un verkoud, mayoria victima parce ta forma un inmunidad bastante bon pa algun luna, generalmente.

2. Nos sabi kiko ta causa un verkoud comun?

Un virus evidentemente ta e culpable. Of, podiser, varios virus.

3. Tempo frio ta un causa di verkoud?

No. Tempo frio no por causa un verkoud. Pero e por reduci bo resistencia of peora un verkoud existente.

4. Con ta cu biento y humedad? Nan no ta causa verkoud?

No. Si no tin virus den cercania, of si bo ta den un periodo di inmunidad relativo, bo por para den awa di ijs of den un corida di biento oranan largo sin haya verkoud. Pero esaki no ta worde recomenda!

5. Con verkoud ta plama?

Door di contacto directo entre dos persona, manera den sunchimento, of door di contacto cu particulonan cu ta sali for di hende su nanishi y ta keda den aire.

6. Nos por spera semper anto di haya verkoud despues di contacto directo cu un victima di verkoud?

No. Tin solamente un chens den diez cu bo ta haya verkoud bao di e circunstancianan aki. En efecto, hasta ora gotanan di nanishi terriblemente infectá worde tirá den nanishi, no ta existi un chens mas grandi cu 50-50 cu e infeccion lo coi. Bo grado di resistencia na e momento por determina e resultado.

7. Kiko ta reduci resistencia pa verkoud?

Alimentacion pobre y cansancio aparentemente ta hunga un gran papel. Pesey ta huicioso pa come bon y sosega suficientemente durante e temporada cu verkoud ta pasa.

8. Antibiotica por cura of preveni verkoud?

No. Antibiotica no tin efecto ariba e virus.

9. Kiko ta di antihistamines? Nan por preveni verkoud?

Parce cu nan ta traha solamente den caso di shuwatamento. Pero nan tin algun valor sedativo.

10. Kiko ta di edad y verkoud? Na ki edad nos ta mas susceptible?

E edad mas peor pa verkoud parce ta entre un y tres anja. Despues di esey, susceptibilidad ta reduci gradualmente.

11. Cual ta e edad di e inmunidad mas grandi?

Stranjo, pero e promer lunanan di bida. Muchanan chikito ta casi totalmente imuno pa verkoud.

12. Ta consehabla pa tene mucha cu tin verkoud sin bai school?

Ta depende henteramente ariba e manera cu nan ta sinti. Ciencia comun ta e unico regla. Mayoria autoridad ta combini cu otro cu bo no por isola muchanan bastante pa limita e posibilidad di infeccion, en todo caso.

13. Pakiko no? Si bo tene mucha na cas esaki no ta preveni nan di infecta otro mucha na school?

No necesariamente. Un verkoud por ta infeccioso oranan promer cu e promer symptoma aparece — den cual caso otro hendenan ya lo worde exponi caba.

14. Kiko ta di un verkoud acompañá cu cayentura? Ta consehabla pa keda cas si bo tin tur dos?

Si. E sosiego ta duna mas energia pa bringa e infeccion.

15. Ta consehabla pa bisti panja calor ora bo ta sufrir di verkoud?

No bisti mas cu bo ta bisti normalmente. Mucho calor no ta mehor cu mucho frio.

16. Kiko tin di berdad den e proverbio bieuw: "Duna verkoud cuminda pa mata cayentura"?

Atrobe, ciencia comun ta e regla. Victima di verkoud ta haci bon si nan no come di mas. Comento di mas ta pone un peso ariba nan sistema, cu ya ta traha mas duro cu normal pa bringa e virus. Tan tempo cu un paciente ta haya un cantidad razonable di nutricion, laga su mes apetito sur su juez.

17. Tin cuminda particular cu ta bon pa verkoud?

No, cualquier clase di alimento ta aceptable contal cu e no ta asina pisá cu e ta requeri energia pa digeri.

18. Kiko ta di hopi liquido?

Semper nan ta bon pa bo; nan ta yuda bo sistema.

19. Kiko ta di e "remedi di terra" cu madushi ta traha?

Lubida. Tur loke e ta haci ta aumenta excrecion di curpa. Bebiendo liquido, bo por haya e mes resultado cu mucho menos inconveniencia.

20. Tin speranza cu e causa di verkoud lo worde hayá y curá cualquier tempo?

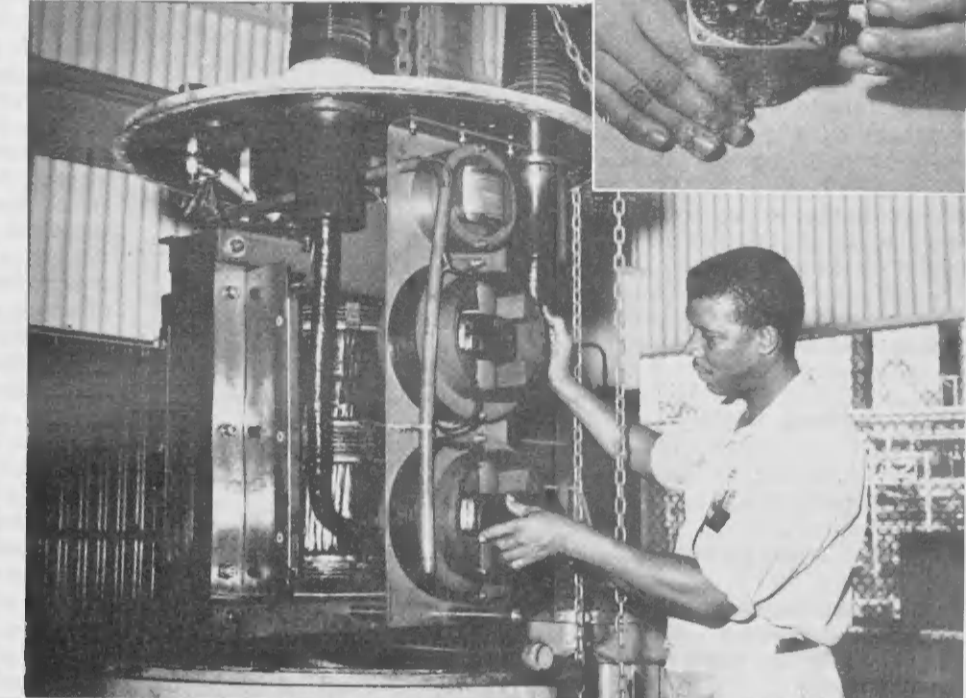
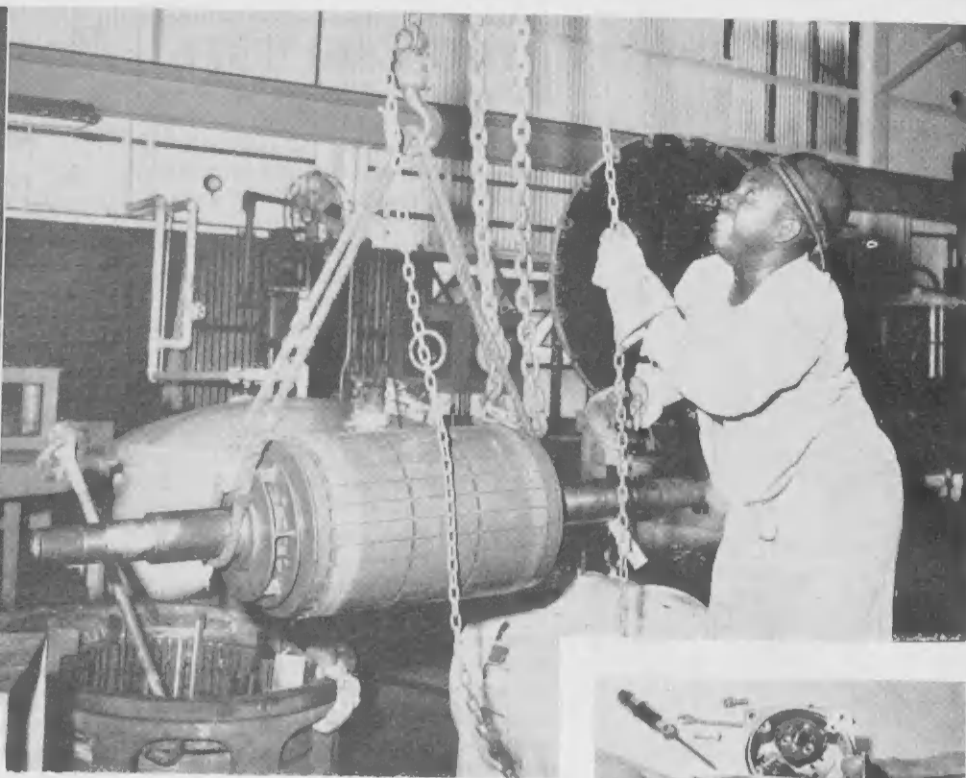
Si. Otro malestarnan manera di garganta y pulmonia a worde descubri y venci.



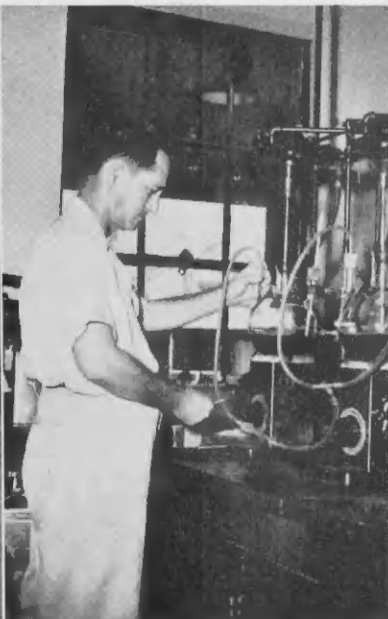


AN ELECTRICIAN, above, installs windings in a stator. Being hoisted, above right, is a squirrel cage rotor. Motors are integral parts of instrument controls, below.

UN ELECTRICISTA, ariba, ta instala windings den un stator. Aki riba un rotor den su caha ta worde hizá. Motor ta parti integral di control pa medio di instrumento, abao.



PREVENTIVE AND periodic maintenance extend the working lives of Lago's many-sized motors and transformer units. MANTENECION PREVENTIVO y periodico ta extende bida di e motornan di diferente tamanjo na Lago y e transformadornan.



SMALL ELECTRIC motor powers this tiny jeweler's lathe, left, and a sewing machine, right, but a unique air-driven motor, center, is more controllable for laboratory use. An air-driven motor offers precise speed control in critical applications.

MOTOR ELECTRICO chikito ta duna energía na e mashien di platero aki, robez, y un mashien di cose, banda drechi, pero un motor único cu ta worde moví cu aire, ta mas controlable pa uso den laboratorio. Un motor moví cu aire ta ofrece preciso di velocidad.

Electric Motors Work Plug-In

A small lad fighting back a man-size tear suspiciously eyes the whirling blade of the cast cutter, but is soon amused when his plaster cast is painlessly and efficiently removed. In the refinery the steady throbbing of a process pump satisfies the operator and he continues his inspection rounds. In the office the sweep hand of a wall clock tells a bus supervisor he must hurry to make his next appointment. A draftsman effortlessly erases part of a drawing to make changes. Pleasantly cool water flows from a refrigerated fountain.

All these events can be connected because at the heart of these operations both major and minor, electric motors can be found. In fact, at Lago more than 1500 electric motors plus hundreds upon hundreds of miniature motors are the refinery's power source. Electric motors helped make Lago the world's first completely electrified refinery three decades ago and continue to help it operate efficiently.

At Lago there are man-dwarfing synchronous motors rated up to 1250 horsepower and miniature motors that will easily fit in the palm of your hand. The



Motornan Ta Traha Forza Tur

Un mucha homber pareuw luchando pa retene un lagrima grandi sospechosamente ta waak e blade revolviendo di e cortador di gips, pero pronto el ta contento cu su gips ta kitá eficientemente sin dolor. Den refinaria e batimento constante di un pomp di refinaria ta satisfice e operador y el ta sigui su rond di inspeccion. Den oficina, e wijzer di un oloshi na muraya ta bisa un supervisor ocupá cu el mester pura pa cumpli cu su próximo tarea. Un pintor sin ningun esfuerzo ta paga parti di un mapa pa haci cambio. Awa frio ta corre for di un enfriador di awa.

Tur e eventonan aki por worde conecta pasobra na corazon di e operacionnan aki, tanto grandi como chikito, motor electrico por worde haya. En efecto, na Lago mas di 1500 motor electrico plus cientos di cientos di motornan chikito ta fuente di energia di e refinaria. Motor nan electrico a yuda haci Lago e prome refinaria completamente electrificá tres decenia pasá y ta sigui yude'le opera eficientemente.

Na Lago tin motornan sincronico cu ta laga un homber chikito banda di nan y cu ta genera 1250 forza di cabai. Motornan miniatura cu por sinta facil

Work For Lago...

Horsepower

...size latter do their jobs while putting out less than one fiftieth of a horsepower. Electrical men are familiar with several different motor types but all perform the basic task of converting electrical energy into mechanical energy. In addition to synchronous motors there are squirrel cage induction motors sans squirrels or cage, wound rotor induction motors, universal motors and direct current motors.

Electric motor applications at Lago are vast and varied. They drive service water pumps, process pumps, compressors, fans, furnace blowers, air conditioning units, electric typewriters, draftsmen's erasers, Medical Department cast cutters, water coolers, IBM machines, control instruments, sewing machines, machine tools, battery chargers, clocks, jewelers' lathes and many, many other pieces of equipment.

It was the discovery of the magnetic principle, attributed to the Chinese several centuries ago, that eventually led to the electric motor's invention. Though the first motor would be considered quite crude today, the basic magnetic

(Continued on page 7)



...a Lago...

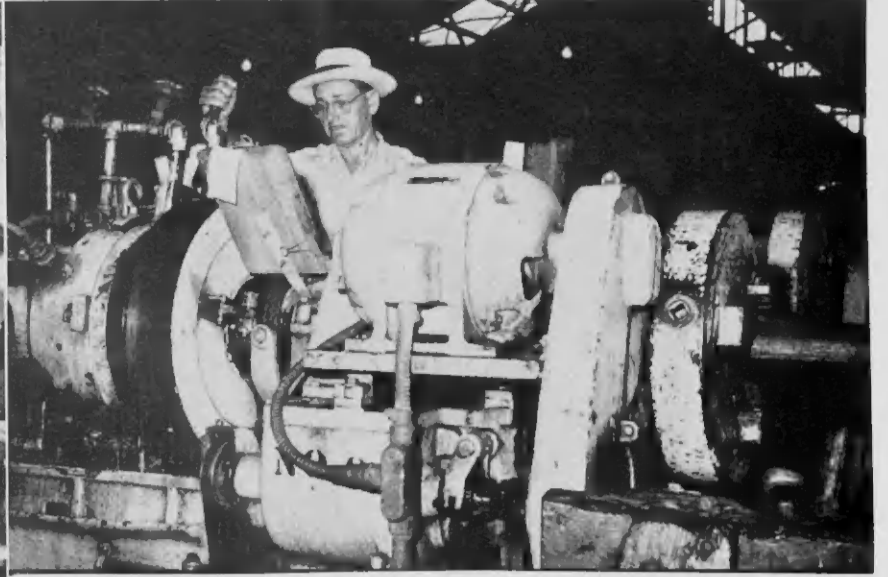
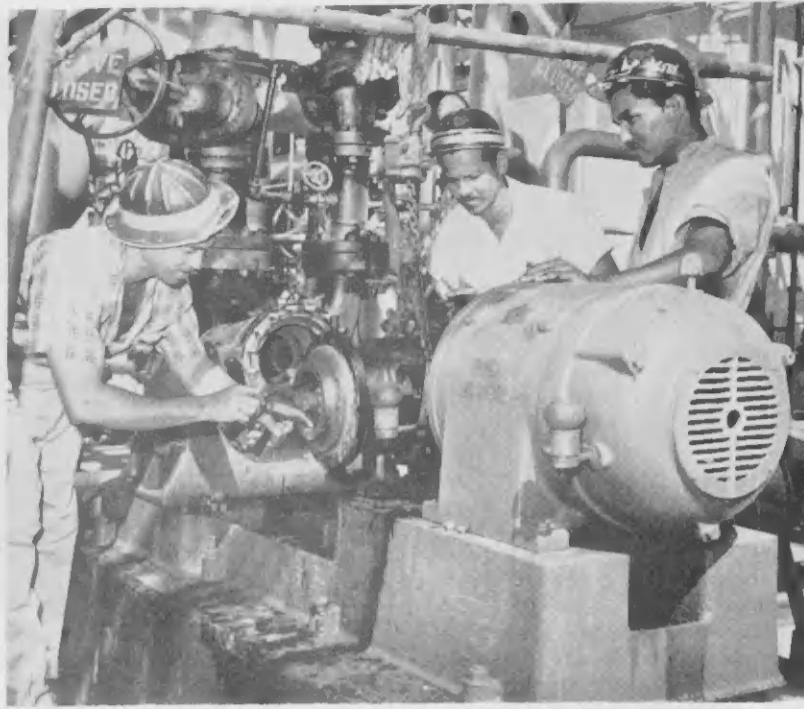
Caminda

...mente den bo planta di man. Esakinan ta haci nan trabao generano menos cu un cincuenta parti di un forza di cabai. Hendenan cu ta traha den ramo electrico ta familiar cu varios tipo diferente di motor pero tur ta haci e trabao basico di converti energia electrico den energia mecanico. Ademas di motornan sincronico tin motor di induccion "squirrel cage," motornan di induccion cu rotor phase-wound, motor di commutator y motor di serie.

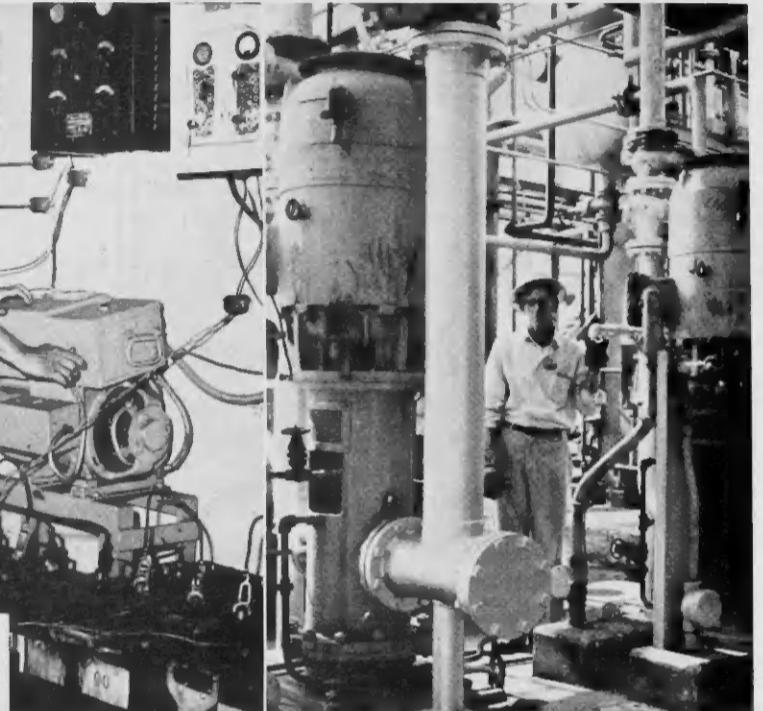
Aplicacionnan di motor electrico na Lago ta grandi y varia. Nan ta move pomp di awa, pomp di planta, compresor, fans, suplador di forno, unidad di aire-condicion, typewriter electrico, pagador di pintor, cortador di gips na Departamento Medico, enfriador di awa, maquina IBM, instrumento di control, mashien di cose, herment, cargador di bateria, oloshi, mashien di platero y hopi, hopi otro herment mas.

Tabata descubrimiento di e principio magnetico, atribui na Chinesnan varios siglo pasá, cu eventualmente a conduci na invencion di e motor electrico. Maske e promer motor awendia lo worde considera masha crudo, e principio basico di

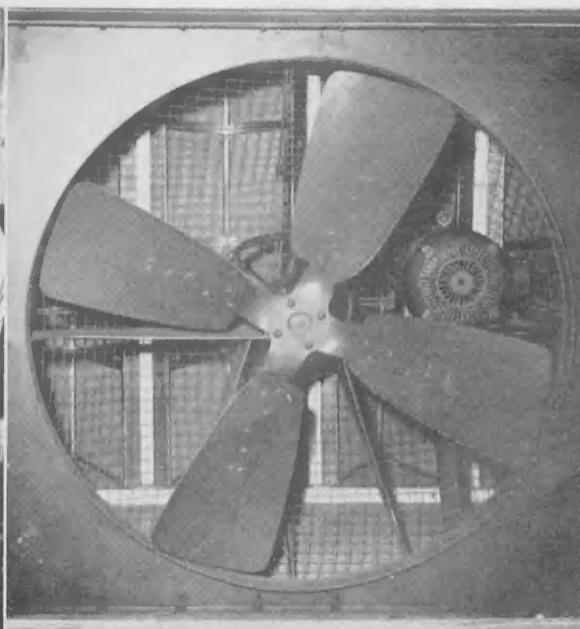
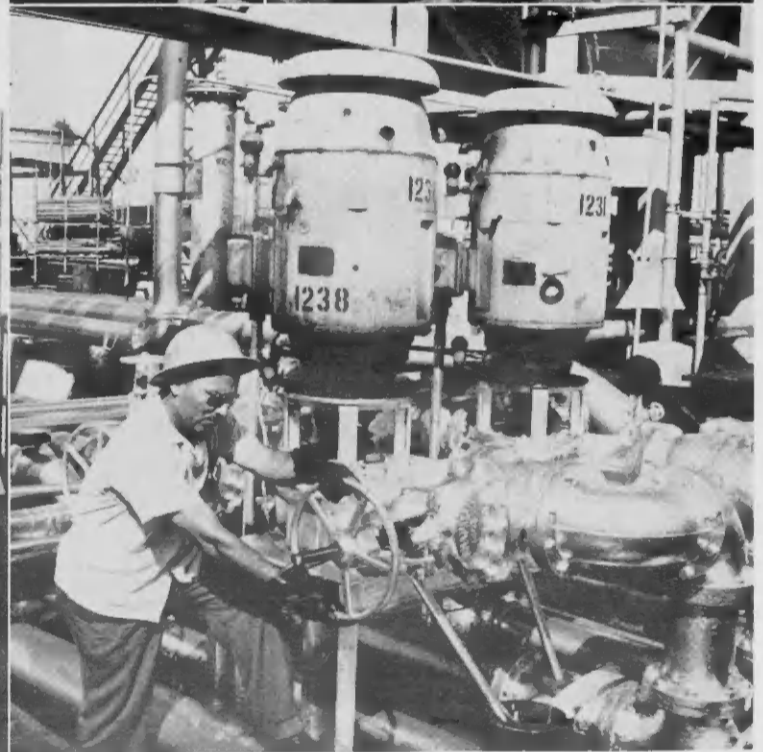
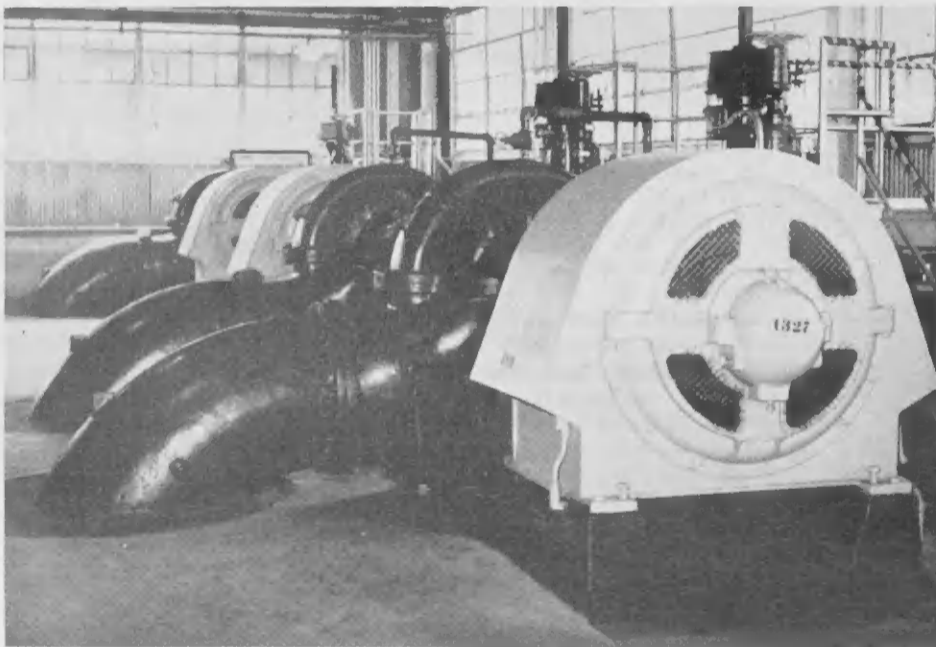
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LAGO'S MACHINE tools, above, are individually powered by electric motors. A horizontal-drive motor, left, is ordinarily used on pumps. E HERMENTNAN di Lago, ariba, ta worde movi door di motor electrico. Un motor di transmission horizontal, ariba, ta worde usá ariba pump.



IN SHOPS, powerhouses, units and field, the heart of most power applications is usually an electric motor. Motors can be found, clockwise, on oil recovery pumps, battery chargers, process pumps and service water pumps. DEN SHOPS, powerhouse, ariba planta y pafor, e corazon di mayoria aplicacionnan di potencia ta generalmente un motor electrico. Motor por worde haya, den direccion di wijzer di oloshi, ariba pomp di recobracion di azeta, cargador di bateria, pomp ariba planta y pomp di awa.



UNUSUAL AND not so unusual electric motor applications are pictured above. Fractional horsepower motors power a plaster cast cutter, above, and draftsman's eraser, right. A much larger motor is needed to whirl the big four-foot Paint Shop fan, center.

APLICACIONNAN DI motor electrico strango y no asina strango ta munstrá ariba. Motornan di forza di cabai fraccional ta move un cortador di gips, ariba, y stof di un pintor di mapa, banda drechi. Un motor mas grandi ta necesario pa draai e fan di cuatro pia den Paint Shop.



THESE GENTLEMEN of distinction and fine dress are the management members of the National Iranian Oil Company. In spite of morning coat, pin-striped trousers and top hat, the gentleman second from right should be recognized easily by Lago employees. He is Frank Griffin, general manager of Abadan Refinery.

E HOMBERNAN aki di distincion y bon bistí ta forma directiva di National Iranian Oil Company. No obstante e chaqueta di mainta, carson cu strepí y sombré halto, esun segunda na banda drechi mester por worde reconoci facilmente door di empleadonan di Lago. El ta F. Griffin, gerente general di refinaria.



VINCENTE SEMELEER of the carpenter craft points to an unexpected piece of information uncovered during the refinishing of a desk. The underside of the desk top disclosed that the desk has been in Lago service since 1931, starting out with the Pan American Petroleum Corp. It's still in Lago service. Refinished and shiny, the desk is starting another thirty years in the LCAR control house.

VINCENTE SEMELEER di carpenter craft ta muntra ariba un pida informacion inesperá cu a bini na claridad durante pulimento di un escritorio solido. Banda abao di e tablón di e escritorio ta muntra cu e ta den servicio di Lago desde 1931, cuminzando cu Pan American Petroleum Corp. Ainda e ta den servicio di Lago. Pulí y resplandente, e escritorio ta cuminzando un otro trinta anja di servicio den control house di LCAR.

NEWS AND VIEWS



A GOOD shark is a dead shark and this 250-pound monster is cold stone dead in d' market. It was caught by N. DeCuba and R. Dirksz, atop truck. UN BON tribon ta un morto y esun monstruo aki di 250 liber ta morto di berdad mes. N. De Cuba y R. Dirksz, ariba truck, a capture'le.

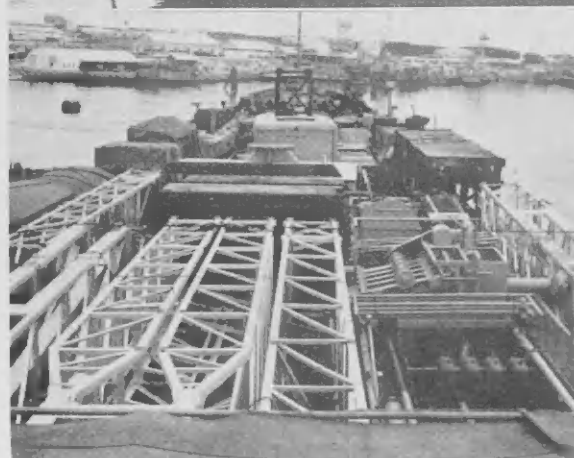


LAGO'S NO. 3 Finger Pier, above, begins to take shape as the first concrete caps on pilings are fitted. The area near the police station in Oranjestad, below, takes on a new look with new traffic islands. FINGER PIER No. 3 di Lago, ariba, ta cuminza haya forma cu sintamento di e promer cabezonnan di concreto bashá ariba e pilanan. E vecindario banda di warda di poliz na Oranjestad, abao, ta haya un aspecto nobo cu e islanan nobo di trafico.



ALTOGETHER NOW seems to be the theme as three cranes work in unison lifting this heavy piece of process equipment.

NOS TUR cu ne ta parce di ta e tema mientras tres grua ta traha den union pa lamta e piezá pisá aki.



A LONG, hot route is presently being followed by the Inagua Foam. The former wartime LST (landing ship tank) stopped at Lago for cargo before sailing up 3000 miles of Amazon River. Its deck is packed with oil drilling equipment destined for Iquitos, Peru. The towering Andes make it impossible to move heavy equipment inland from Peru's coast. The long trek down the Amazon is the only practical way.

UN RUTA largo y calor ta worde sigui actualmente door di Inagua Foam. E anterior embarcacion di guerra a para na Lago pa carga promer cu el a cuminza e viaje di 3000 milla pa Rio Amazona. Su dek ta yen di aparatonan pa boor poos di azeta cu ta destiná pa Iquitos, Peru. E altura di Andes ta haci imposible pa move aparatonan pisá pa interior for di costa di Peru. E ruta largo bajando Amazona ta parce e unico medio practico.



A LUNCHEON was held Dec. 29 to honor the Jan. 1 retirement of B. S. Maria of Mechanical-Carpenter. Left to right are F. R. van der Linden, F. V. Christiaans, Mr. Maria, J. R. Proferra, J. F. Kelly and C. K. Scott. The retiree has twenty-seven years of Lago service. UN COMIDA di despedida a worde teni Dec. 29 na ocasion di pensionamento di B. S. Maria di Mechanical-Carpenter.

Bapor di Motor Mas Grandi A Bishita Refineria

Mayoria empleadonan cu a mira e tanquero grandi Norwega mará na No. 1 Finger Pier Jan. 11 y 12 no tabata por a sospecha nada di e bapor aki su fama nautico. No tabata su tamanjo — tanqueronan mucho mas grandi manera Agrigentum a yega di mara na piernan di Lago. Su secreto, y fama, tabata den su sala di maquina banda patras. E bapor ta Skautopp y ta actualmente e bapor di motor mas grandi na mundo.

Henteramente diferente for di e tanqueronan gigantesco cu ta mara na haaf di San Nicolas den e dianan aki, e tanquero aki di 48,100 ton peso morto tin un motor di diesel grandí simo. E turbina di stiem generalmente ta worde hayá den bapornan di e tamanjo y clase aki.

Y su motor ta henteramente diferente for di cualkier cos cu mayoria hende, incluyendo nabegantenan di hopi anja, a yega di mira. Diez enorme cilindro na linja ta contene gigantesco piston cu tin un diametro di 33 1/16 duim y un golpe di 63 duim. Un homber pará canto di un di e pistonnan di reserva lo descubri cu henter e pieza aki ta como tres vez su haltura!

E bolts ordinario den cabez di e cilindro ta casi mes diki cu mokete di un homber; e split pins pa e connecting rod ta casi dos pia largo! Tur e dimensionnan ariba e motor aki cu inyeccion di combustibile ta espantoso.

Coriendo na velocidad abao, e motor ta saca 19,000 forza di cabai na 110 revolucion pa minuut. Esaki ta duna un velocidad di 15.7 milla. For di pia abao te cabez di e cilindro e diesel M.A.N. di transmision directo ta mas of menos binti-cinco pia halto. Su largura ta casi sesenta pia.

Skautopp, trahá na un costo di Fls. 14,000,000, a worde tumá over Sept. 24, 1960 door di Captan K. Olsen pa su donjonan di Norwega. El a worde trahá na Kiel, Alemania, door di Kieler Howaldtswerke y ta 740 pia largo y 102 pia hancha. Captan Olsen, kende ta nabega desde 1921 y cu a salba for di un bapor torpediá na 1941, a bisa cu un diesel ta gasta solamente mitar di e combustibile di un turbina di stiem di igual capacidad maske e diesel ta requeri mas mantencion exacto.

Na Lago, e bapor a tuma un carga combiná di diesel oil, light fuel y heavy fuel na un total di 311,180 barril.

Broz Promotion

The Jan. 14 Esso News promotion story of Igor Broz incorrectly stated his new job title.

Mr. Broz was promoted to supervising engineer in TSD-Process effective Jan. 1. His former position, which he had held since his return to Aruba in July, 1959, was senior engineer in the same division.

I. Broz

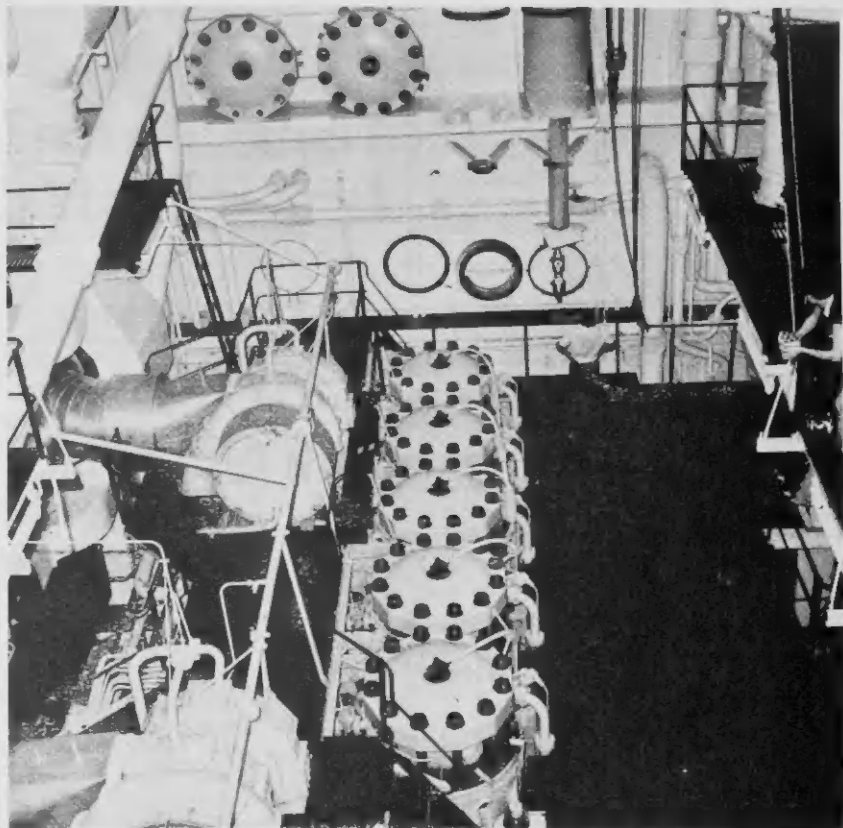
Promocion Broz

E promocion mencioná den Esso di Jan. 14 di Igor Broz ta contene un error en cuanto su titulos di trabao.

Sr. Broz a worde promoví pa supervising engineer den TSD-Process entrante Jan. 1. Su posicion anterior, cual el tabata ocupa desde cu el a regresa Aruba na Juli 1959, tabata senior engineer den e mes division.

Inventories To Close Both Commissaries Jan. 31

Both commissaries, the Lago Commissary and the Community Commissary, will be closed all day Tuesday, Jan. 31, for inventory.



THIS IS the direct-drive diesel engine that makes the Skautopp the world's largest motor ship. Note the giant piston-rod assembly. ESAKI TA e motor diesel di transmision directo cu ta haci Skautopp e bapor di motor mas grandi na mundo. Nota e gigantesco piston-rod.

World's Largest Motor Ship Puts in Appearance at Lago

The majority of employees who noticed the large Norwegian tanker berthed at No. 1 Finger Pier Jan. 11 and 12 were unaware of the vessel's nautical fame. It wasn't her physical size — much larger tankers such as the Agrigentum have tied up at Lago's finger piers. Her secret and fame lay in her aft engine room. The vessel is the Skautopp and is currently the world's largest motor ship.

Unlike most of the giant tankers calling at San Nicolas Harbor these days, this 48,100 deadweight-ton tanker is powered by a record-sized diesel engine. The steam turbine is commonly found in ships of this size and class.

And her engine is unlike anything most people, even career sailors, have ever seen. Ten huge in-line cylinders harbor giant pistons that have a 33 1/16-inch diameter and a 63-inch stroke. A six-foot man standing beside one of the spare pistons and connecting rods would find that the entire assembly stands nearly three times his height!

Ordinary head bolts are as thick as a man's wrist; connecting rod split pins are nearly two feet long! Every dimension on the cam-action fuel injection engine is staggering.

Slow running, the engine puts out 19,000 indicated horsepower at 110 revolutions a minute. This gives it a cruising speed of 15.7 knots. From bottom of sump to top of cylinder head the M.A.N. German direct-drive diesel is about twenty-five feet high. Its length is nearly sixty feet.

The Skautopp, built at a cost of over Fls. 14,000,000, was taken over Sept. 24, 1960, by Captain K. Olsen for her Norwegian owners. She was

built at Kiel, Germany, by Kieler Howaldtswerke, and is 740 feet long with a 102-foot beam. Captain Olsen, at sea since 1921 and survivor of a torpedoed vessel in 1941, said a diesel consumes only half the fuel of a similar rated steam turbine although the diesel requires more critical maintenance.

At Lago, the vessel picked up a combination cargo of diesel oil, light fuel and heavy fuel totaling 311,180 barrels.



THE NEW ship was taken over Sept. 24, 1960, by Captain K. Olsen. E BAPOR a worde tumá over Sept. 24, 1960, door di Captan K. Olsen.



THE SKAUTOPP'S 19,000 horsepower diesel enables it to cruise at speeds up to 15.7 knots at 110 revolutions a minute. E DIESEL di 19,000 forza di cabai di Skautopp ta permitie'le cruza na velocidad te 15.7 milla na 110 revolucion pa minuut.

PLUG-IN HORSEPOWER

(Continued from page 4)

principle is still the key to an electric motor's workings.

The layman, not trained or equipped to make delicate repairs required on malfunctioning motors, can own several motors in his lifetime and never understand their components or working principles. But to Mechanical-Electrical men, and especially highly-trained Electric Shop repairmen, words like stators, rotors, three-phase windings, capacitors, commutators, brushes and windings are familiar parts of their vocabulary. To learn his skilled trade requires a large amount of training and study. It takes an employee an average of ten years to become a motor repairman, although outstanding men have achieved this title in less time through excellent job performance and outside study programs. Approximately ninety Lago employees are involved in motor work including eighteen Electric Shop workers.

Lago puts several distinct types of motors to work. There are explosion-proof and totally-enclosed motors for use in explosive gas areas. Combination Units also use large drip-proof motors so water won't get in the windings. The most common motor is the open-type which is cooled by air passing over the windings. It is used in gas-free areas.

Tremendous Investment

Lago has a tremendous investment in electric motors. A 1250 horsepower synchronous motor such as used on the No. 6 high pressure air compressor in No. 2 Powerhouse costs about Fls. 47,000. Even the comparatively cheap fractional horsepower motors, those that put out any fraction less than one horsepower, cost between Fls. 30 and 40. The inventory of spare parts alone is nearly Fls. 200,000. Without adequate spares breakdowns could not be quickly repaired. In addition, there are 226 spare motors for operating units stored at the Electric Shop, Storehouse and Reclamation Yard. All in all, electric motors at Lago represent an investment of hundreds of thousands of guilders.

To protect this investment Mechanical-Electrical has a preventive maintenance program in which all motors are given periodic check-ups so that minor repairs may rectify what later could turn into a major repair job. Operators assist the electrical men in keeping Lago's motors humming efficiently. During inspection rounds they check motors for possible bearing failures and keep oil cups filled. Bearing failure, though not a frequent occurrence, is the most common failing of a motor.

Without electric motors at Lago more primitive and less efficient methods would have to be used. Steam pumps cost more to operate; belt-driven machine shops present more safety hazards. Air conditioning would be out of the question and it would be even necessary to transfer someone to the "clock winding" department.

FORZA TUR CAMINDA

(Continua di pagina 5)

magnetismo ainda ta e yabi den operacion di e motor electrico.

E homber ordinario, cu no ta entrená of no tin e facilidad pa haci reparacion delicado na motornan cu ta traha malo, por ta donjo di varios motor durante su vida y nunca comprende nan componente of principio di operacion. Pero pa hombernan di Mechanical-Electrical, y specialmente e hendenan di ofsihi altamente entrená di Electric Shop, palabranan manera stators, rotors, three-phase windings, capacitors, commutators, brushes, shunt y windings ta partinan familiar di nan vocabulario. Pa sinja e ofishi delicado aki ta requeri un cantidad grandi di entrenamiento y estudio. Ta tuma un empleado un promedio di diez anja pa bira un electricista, maske hombernan sobresaliente a yega di haya e titulo aki den menos tempo door di trabao excelente y programa di estudio pafor. Mas of menos nobenta empleado di Lago ta involvi den trabao di motor incluyendo diez-ochu trahador di Electric Shop.

Lago ta pone varios tipo distinto di motor na trabao. Tin motornan cu garantizá contra explosion y motornan totalmente encerrá pa uso den lugarnan unda tin gas explosivo. Combination units ta uso motornan drip-proof asina cu awa no ta dreña e windings. E motor mas común ta e tipo abierto cu ta worde refrescá door di aire pasando over di e windings. Generalmente e ta worde usá den sitionan cu ta liber di gas y tin un multitud di aplicacionnan.

Lago tin un tremende inversion den motornan electrico. Un motor sincronico di 1250 forza di cabai manera ta worde usá ariba No. 6 high pressure air compressor na No. 2 Powerhouse ta costa mas of menos Fls. 47,000. Hasta e motornan comparativamente barata di un fraccion di un forza di cabai, ta costa entre Fls. 30 y Fls. 40. E inventario di piezanan sol ta casi Fls. 200,000. Sin bon reserva defectonan no por worde drechá mes ora. Ademas, tin 226 motor di spare pa plantanan na Electric Shop, Storehouse y Reclamation Yard. Na tur, motornan electrico na Lago ta representa cientos di milies di florin.

Pa protega e inversion aki Mechanical-Electrical tin un programa di mantencion preventivo segun cual tur motor ta worde duná check-up periodico asina cu reparacion menor por rectificá loke despues por bira un trabao grandi di drechamento. Operadornan ta asisti hendenan di electrical pa yuda tene e motornan di Lago ta draai eficientemente. Durante periodonan di inspeccion nan ta check motor pa posible fayó di bearing y nan ta tene e koppinan di azeta yen. Fayó di bearing, maske no un ocurrencia frecuente, ta e fayó mas común di motor electrico.

Sin motor electrico na Lago metodonan mas primitivo y menos eficiente tin di worde usá. Pomp di stiem lo costa mas pa opera; mashien shop cu cantidad di aparatonan operá cu faha ta presenta mas peligro.

Seis Homber Ta Termina Servicio Largo E Luna Aki

Pa Feb. 1 e total empleadonan di Lago lo a reduci cu seis empleado di largo servicio. Esnan cu ta bai, of cu a bai cada, ta Edgar R. Moore, zone foreman den Mechanical-Metal Trades; Zue Yek Lee, kokki di Dining Hall den General Services Department, y George W. Royer, shift foreman zone 2; Charles R. Fulton, shift foreman den zone 1; Lawrence H. Schmitt, shift foreman den zone 2, y John V. Eder, assistant shift foreman, tur di Process-Utilities.

El servicio mas largo di e seis ta door di Sr. Moore kende originalmente tabata emplea door di Humble Oil and Refining Company Feb. 16, 1927. Na 1939 el a transferi pa Venezuela y e siguiente anja el a bolbe Humble. Sr. Moore a bini Aruba Dec. 22, 1945, como trades foreman den Mechanical-Metal Trades y a worde nombrá zone foreman den e craft na April 1946. El tin intencion pa laga Aruba Feb. 1.

Sr. Lee, kende a laga Lago Jan. 9 pa retira despues, a cuminsa su carrera di binti-seis anja como mess boy cu Esso Transportation Company, Ltd. na Mei 1929. El a cuminsa traha na Lago na 1936 como house boy den Stewards' Group di General Services Department. Sr. Lee a transferi pa Dining Hall como kokki na Maart 1945. El ta nativo di China, pero el ta keda biba na Aruba.

Binti-Cuatro Anja

Sr. Royer a cuminsa su servicio cu Lago casi binti-cuatro anja pasá ora el a cuminsa traha cu compania Sept. 2, 1937, como un apprentice operator den Process-Utilities. Na 1938 el a worde promoví pa assistant operator y dos anja despues el a worde nombrá operator. Sr. Royer su promocion pa shift foreman a bini na Augustus 1943. El tin intencion pa laga Aruba Jan. 31 y ta retira den futuro cercano.

Sr. Fulton a worde emplea originalmente door di Standard Oil Company (N.J.) promer cu el a bin Lago Jan. 4, 1944, como operator den Process-Utilities. Despues el a worde promoví pa assistant shift foreman na 1945 y shift foreman di Zone 2 na December 1953. Sr. Fulton a bira shift foreman di Zone 1 na April 1956. El tin intencion pa laga Aruba Jan. 31 pa retira subsecuentemente.

Tambe Sr. Schmitt tin intencion pa retira for di Lago Jan. 31. El a cuminsa su servicio cu compania Sept. 24, 1942. For di assistant operator den Process-Utilities el a worde promoví pa operator na 1943 y assistant shift foreman II na 1949. El a worde nombrá assistant shift foreman na Zone 2 na 1952 y a worde promoví pa shift foreman na November 1957.

Sr. Eder tabata asigná promer na Mechanical-Electrical como subforeman tempo cu el a cuminsa traha cu compania Juli 29, 1946. El a transferi pa Process-Utilities Jan. 21, 1948, como system operator y a worde nombrá relief foreman na November 1955. Sr. Eder a worde promoví pa assistant shift foreman na April 1956. El ta laga Aruba Jan. 31 pa retira despues.

SIX MEN

(Continued from page 1)

in 1949. He was named an assistant shift foreman in Zone 2 in 1952 and was promoted to shift foreman in November, 1957.

Mr. Eder was first assigned to Mechanical-Electrical as a subforeman when he joined the company July, 29, 1946. He transferred to Process-Utilities Jan. 21, 1948, as a system operator and was named a relief foreman in November, 1955. Mr. Eder was promoted to assistant shift foreman in April, 1956. He is scheduled to leave Jan. 31 for subsequent retirement.

Inventario Ta Cera Tur Dos Comisario Jan. 31

Tur dos comisario, Lago Commissary y Community Commissary, lo ta cera henter dia Diahuebes, Jan. 13, pa inventario.

No Fooling!

Tank Farm Has Giraffe

No Ta Chanza!

Tank Farm Tin Giraffe



There's a giraffe in the tank farm as mute as its African namesake and just as versatile. Lago's giraffe is a truck-mounted hydraulic aerial platform which puts men, tools and material into the air more quickly and more safely.

Dubbed the Pitman Giraffe by its U.S. manufacturer, this unique piece of equipment was put into service in early December and has been primarily used for tank paint work by Mechanical-Carpenter employees in Zone 2. Machinist and Metal Trades men have also found the machine helpful as have EIG employees.

The aerial platform, which can put two men fifty-two feet into the air, does away with rigging bos'n chairs, staging and in some cases scaffolding on tank paint jobs. The platform is a safer workplace and gives the painter more freedom of movement. Such a rig has many uses — it can give flexibility to practically every Lago craft.

Lago's Giraffe is mounted on a new Ford F-800 truck which has been given more stability through the use of a truck spring lock-out device and hydraulic-operated outriggers. A forty horsepower gasoline engine mounted behind the truck cab furnishes hydraulic power to the boom and also powers an air compressor.

Three platform-mounted controls permit the operator to move the boom in continuous 360 degree rotation in either direction. His platform is insulated and is tested to withstand 30,000 volts, dry flashover, in case he accidentally swings the boom into high-tension lines.

The platform always remains level regardless of the boom position. This work platform is sixty inches long and has a maximum capacity of 500 pounds. The rig represents an investment of about Fls. 30,000.

NEW ARRIVALS

December 14
COURTAR, Clarence N. - Mech. Mason; A son, Frederick Henry

December 16
ELLIS, Victor A. - Mech. Pipe; A son, Vincent Patricio
HENRICUS, Felix - Gen. Serv.; A son, Hubert

December 17
RASMIJN, Roberto - Acid & Edel.; A daughter, Antonia Annette
GIRL, Luis D. - Mech. Carp.; A daughter, Mildred Emerita
WEVER, Levie B. - Accounting; A daughter, Gisette Jeanine

December 18
BEAUJON, Pieter J. - Machinist; A son, Randall Rudeloff
STAHLFELD, Donald L. - TSD; A son, Kurt Richard

December 19
SEMELEER, Pedro C. - Mech. Paint; A daughter, Margriet Eduarda
BEUKENBOOM, Canoto R. - LOF; A son, Robert Andreas
BUCHANAN, James R., Jr. - Executive; A daughter, Monica Long

HERNANDEZ, Fortuoso R. - LOF; A daughter, Marlen Maria
FROMP, Dominico - Mech. Welding; A son, Freddy Edgar

December 20
WERLEMAN, Luis - Mech. Garage; A son, Benjamin Domingo
CROES, Pedro A. - Rec. & Ship.; A son, Mirto Franklin
BARRY, Utric O. - Carpenter; A daughter, Ann Patricia

December 21
LAKE, Gaston L. - Mech. Yard; A daughter
CILLE, Victor M. - Gen. Serv.; A son
GOMEZ, Bruno A. - Acid & Edel.; A daughter, Sharlene Myrtle

December 22
D. NOBREGA, George S. - C&LE; A daughter, Judy Angela
LAMPE, Benancio J. - Dining Hall; A daughter, Lilian Selpha Magaly
WEREMAN, Mario - Mech. Carpenter; A daughter, Lucia Enrica

December 23
ODOR, Jose E. - TSD Eng.; A son, Emanuel Junior
HODGE, Fernando R. - Mech. Welding; A son, Rodolfo Fernando

December 24
SANCHEZ, Marcelina J. - Medical; A son, Martin Antonio
VROLLIK, Leonardo - Mech. Yard; A son, Delfino Franklin

December 25
FRANKEN, Felipe S. - Machinist; A son, Francisco Victor

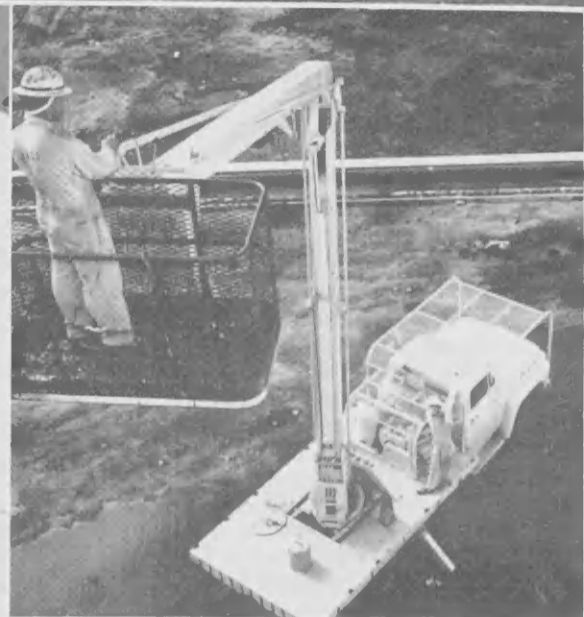
December 26
TROMP, Laureano - C&LE; A daughter, Christina Stevania
WHITFIELD, Roland S. - Esso Dining Hall; A son, Glenn Roland Armando
KELLY, Josef - Utilities; A daughter, Sandra Vivian

December 27
VLAUN, Urban E. - LOF; A son, Vernon Vane
COOKE, Dudley P. - Mechanical; A daughter, Holly Fison

December 29
NEDD, Earlin - Dining Hall; A son, Earl Patterson
RIDDERSTAAT, Mauricio M. - Mech. Carpenter; A daughter, Lucia Jacinta

December 30
BERMUDES, Jose A. - C&LE; A daughter, Marleen Danila
MADURO, Gregorio P. - Rec. & Ship.; A son, Haime Humberto

December 31
CROES, Angel F. - Mech. Instrument; A son, Willem Nemeencio
CROES, Juan E. - Mech. Yard; A daughter, Esther Emiliana
IGNACIO, Matheo B. - TSD Lab No. 1; A son, Willem Andres
Van Der BIEZEN, Eugenio - Mech. Garage; A daughter, Silvia Ister



LAGO'S NEW Pitman Giraffe can quickly and safely put a tank painter high in the air. He controls his movement from the platform.

E PITMAN Giraffe nobo di Lago por pone un verfo di tanki liher y seguramente den aire. El ta controla su movimiento for di e plataforma.

Den tank farm tin un giraffe cu ta mes mudo cu su tocayo di Africa y mes versátil. E giraffe di Lago ta montá ariba un plataforma hidráulico ariba un truck cual por pone homber, herment y material den aire mas liher y mas seguro.

Yamá Pitman Giraffe door di su mes fabricante Americano, e aparato único aki e worde poní na servicio na principio di December y a worde usá primeramente pa verfo di tanki door di empleadonan di Mechanical-Carpenter den Zone 2. Hendenan di Machinist y Metal Trades tambe ta beneficia di e mashien y tambe empleadonan di EIG.

E plataforma den aire, cu por hiza dos homber cincuenta y dos pia den aire, ta elimina e stoelman di bosun y usamento di stelashi den verfo di tanki. E plataforma ta un lugar di traha mas seguro y ta duna e pintor mas libertad di movimiento. Un tal rig tin diferente usonan — e por duna flexibilidad na practicamente tur e ramonan di ofishi na Lago.

E Giraffe di Lago ta montá ariba un truck Ford F-800 nobo cu ta worde duná mas estabilidad pa medio di uso di un aparato di aguante di spring y postenan operá hidráulicamente. Un motor di gasoline di cuarenta fuerza di cabai montá tras di cabina di e truck ta furni e forza hidráulico pa e boom y tambe ta move un compressor di aire.

Tres control montá ariba plataforma ta permiti e operador di move e boom den boom den rotacion di 360 grado pa cualkier direccion. Su plataforma ta insulá y ta getest pa wanta 30,000 volt, dry flashover, den caso cu e boom swing accidentalmente den linja di alta tension.

E plataforma ta keda semper pareuw no obstante posicion di e boom. E plataforma ta sesenta duim largo y tin un capacidad maximo di 500 liber.

Cycle Oil for Di PCAR Usa Pa Mata Yerba

Tankinan no ta "crece" den tank farms, pero yerba shimaron segur cu si. Y na Aruba nan no ta di un variedad ordinario cu por worde controlá facilmente cu poco veneno of otro eradicador.

Yerba shimaron na Aruba, segun un reciente informe na Lago, ta extremamente duro pa motibo di e lunanan largo di segura severo cu nan mester wanta. Teniendo e tank farm liher di yerba, Lago a descubri cu hopi medio contra e yerba, cual ta traha bon den clima menos árido, no tabata sirbi. Tabatin mester di un sorto special como yerba shimaron na Lago ta inclui yerba di dos anja y di un anja, esnan blachi hancho cu ta cai den categoria di cadushi, rama y otro.

Durante ultimo diez-tres anja Lago a test hopi clase di medio contra yerba shimaron — veneno pa suelo, veneno quimico, eradicador di estilo hormono, extracto di gas oil y PCAR cycle oil y otro azetanan di petroleo. Den e informe circulá entre e compania pariente y afiliadonan, cycle oil di PCAR a worde citá como esun mas facilmente disponible y mas eficaz. Aplicá na razon di 200 galon pa acre, dos of tres vez pa anja, e ta controla crecemento di yerba shimaron masha eficaz bao di e condicionnan na Aruba. Den e estudio, extracto di gas oil for di Edeleanu Plant e worde hayá menos efectivo.

Pa motibo di e aplicacion liher cu mester tuma lugar cu cycle gas oil, experimentonan ta muntra cu e por worde mehor usá pa controla yerba shimaron den areanan industrial cerca di refinarianan unda costonan di transportacion ta mas favorable. Tambe a worde sugeri cu e por worde usá na canto di derechonnan di camina di ferrocarril, pa motibo di e facilidad pa transporte'le.

SS MESSINIAKOS

(Continúa di pagina 1)

nidad di St. Vincent of mas of menos 300 milla noord-west di Curaçao.

El a agrega cu e bapor aparentemente tabata haciendo awa como resultado di e explosion den sala di maquina y tabata parce manera cu e lo sink maske e carga di azeta no coi candela.

Captan Karamouzis a bisa cu su bapor tabata en ruta for di Recife, Brazil, pa Crockett, California, via Aruba y Panama Canal ora el a recibí un cable for di su compania, Orion Shipping and Trading Company na New York City pa 1 p.m. Jan. 12 informando di e desastre cu Kissavos. Como e firma di Orion ta donjo di Kissavos tambe Messiniakos a worde ordená pa tuma rumbo pa e sitio di desastre y para un banda pendiente di mas instruccion. En tanto un bapor Israeli, SS Dagan, a salba e captan y tripulacion di Kissavos y tabata na camina pa La Guaiaria cu e sobrevivientenan y tripulantenan heridá.

Ora cu Messiniakos a yega na posicion di Kissavos el a haya e bapor abandoná den awa, e candela pagá y tur maquina pará. Un otro bapor di Orion, SS Engenia, tabata na e sitio caba ora Messiniakos a yega ey pa 1:50 a.m. Jan. 13. Tur dos bapor a para un banda mientras e dos remolcadoronan di U.S. Navy na Bahamas tabata traha pa salba e bapor. Un remolcador a pone su pompan traha pa tene Kissavos ta drief y e otro a cuminsa touw e hiba Port of Spain, Trinidad, unda e lo worde examiná y drechá si ta posible. Acompañando e bapor afectá pa Trinidad tabata Engenia, tambe carga cu sucu crudo for di Brazil.

Pa para na banda di e tanquero di 37,000 peso morto, Messiniakos pues a perde tres dia y tabata laat pa coi su carga di bunker C na Lago. Mesocos cu Kissavos, e ta un bapor bao bandera Griego. E tanquero cu a hiba e desastre tabata trahá na 1956 na Japon y tabata cargá te na su marca cu azeta ora e candela a socede den e sala di maquina.